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(54) CONTROL DEVICE OF TWO-CYCLE ENGINE

(57) Abstract:

PURPOSE: To smoothly decrease torque fluctuation so as to improve a feeling at deceleration time by switching combustion to stratified combustion and reduction-controlling a fuel injection amount in this combustion system when fuel is cut at the deceleration time or overspeed preventing time.

CONSTITUTION: During operation of an engine, an engine speed  $N_e$  and a fuel injection amount  $G_f$ , respectively obtained by an engine speed detecting part 51 and a fuel injection pulse width calculating part 53, are input to a combustion system decision part 56 where stratified combustion in the case of low and intermediate load operation and uniform combustion in the case of high load operation are decided. When a fuel cut or fuel resetting is decided in a fuel/ resetting decision part 61, its decision signal is input with the decision signal of a combustion system to a switching control part 62 so as to switch the combustion system forcedly to the stratified combustion at fuel cut and reset time by a fuel injection timing determining part 54

and an ignition timing determining part 55. Here, a cut coefficient  $\alpha$  is gradually decreased at the fuel cut time from a cut/reset coefficient calculating part 63, and a reset coefficient  $\beta$  is gradually increasingly determined at the reset time.

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